

PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE MODIFICATION OF AN EXISTING TRAFFIC SIGNAL AT MD 2 (RITCHIE HIGHWAY) AND 11TH AVENUE TO ACCOMMODATE THE REVISED DRIVEWAY FOR THE BROOKLYN PARK FIRE STATION. TWO EXISTING OPTICOM DETECTOR EYES, INSTALLED TO ACCOMODATE THE TEMPORARY LOCATION OF THE FIRE HOUSE DURING CONSTRUCTION, WILL BE REMOVED. IT IS ASSUMED THAT MD 2 (RITCHIE HIGHWAY) RUNS IN A NORTH-SOUTH DIRECTION.

INTERSECTION OPERATION

1. NORMAL OPERATION

THE INTERSECTION WILL CONTINUE TO OPERATE IN A NEMA SIX-PHASE OPERATION, SEMI-ACTUATED MODE WITH THE MD 2 APPROACHES RUNNING CONCURRENTLY AND THE 11TH AVENUE APPROACHES RUNNING CONCURRENTLY. EXCLUSIVE/PERMISSIVE LEFT TURN PHASES ARE PROVIDED FOR THE MD 2 APPROACHES. PEDESTRIAN SIGNALS WILL OPERATE CONCURRENTLY WITH THE MD 2 THROUGH PHASES. PEDESTRIAN SIGNALS WILL OPERATE UPON PEDESTRIAN ACTUATION ACROSS THE NORTH LEG OF THE INTERSECTION.

2. SPECIAL OPERATION

THE INTERSECTION WILL OPERATE AS INDICATED ABOVE UNLESS A PUSH BUTTON IS ACTIVATED INSIDE THE BROOKLYN PARK FIRE STATION WHICH WILL PRE-EMPT THE TRAFFIC SIGNAL AND STOP ALL APPROACHES. THE SIGNAL HEADS FACING THE FIRE STATION WILL CHANGE FROM FLASHING RED TO FLASHING YELLOW.

CONTROLLER REQUIRMENTS

NO CHANGES ARE REQUIRED TO THE EXISTING TRAFFIC SIGNAL CONTROLLER, EXCEPT TO ENSURE THAT PHASE 3 (FIRE HOUSE PRE-EMPTION) IS ENABLED TO RESUME PRECONSTRUCTION OPERATION.

PROJECT CONTACTS

THE CONTACT PERSONS FOR DISTRICT 5 ARE AS FOLLOWS:

KIMBERLY TRAN
ASSISTANT DISTRICT ENGINEER - TRAFFIC
410-841-1003

CHARLES GEORGE
ASSISTANT DISTRICT ENGINEER - MAINTENANCE
410-841-1002

THE CONTACT PERSONS FOR THE OFFICE OF TRAFFIC AND SAFETY ARE AS FOLLOWS:

ROBERT SNYDER
ASSISTANT DIVISION CHIEF,
TRAFFIC OPERATIONS SECTION
410-787-7631

RICHARD DAFF
CHIEF, TRAFFIC OPERATIONS DIVISION
410-787-7030

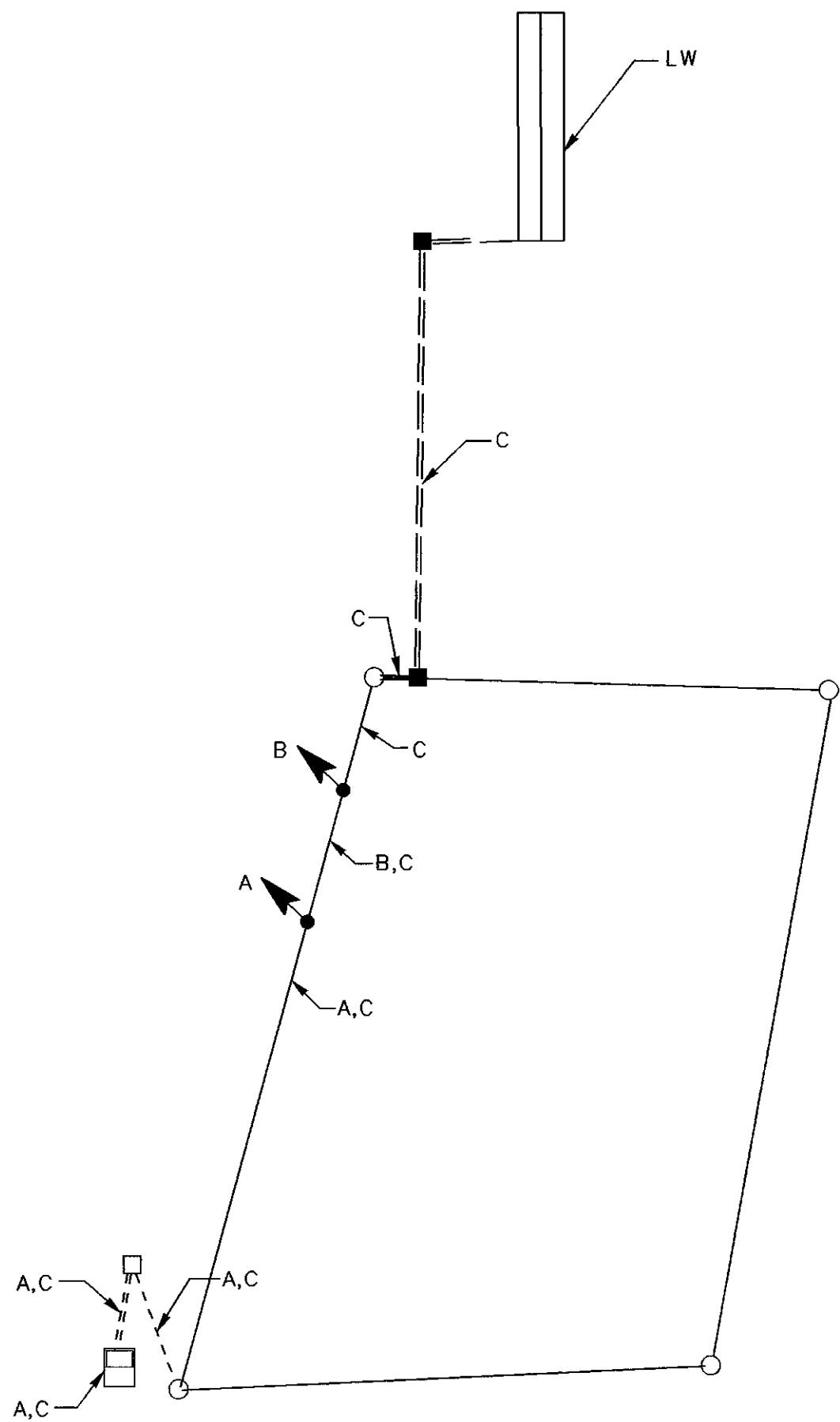
JOHN MAYS
ASSISTANT DISTRICT ENGINEER - UTILITIES
410-841-1005

ED RODENHIZER
CHIEF, SIGNAL OPERATIONS SECTION
410-787-7652

MAINTENANCE OF TRAFFIC

THE FOLLOWING WORK ZONE TRAFFIC CONTROL STANDARDS SHALL BE USED FOR THE PROJECT:
STANDARD NO. MD 104.00
STANDARD NO. MD 104.31-02 (FLAGGING)
STANDARD NO. MD 104.32-02 (INTERSECTION FLAGGING)
STANDARD NO. MD 104.33-02 (SHOULDER WORK)

WIRING DIAGRAM



WIRING LEGEND
A,B - 5 CONDUCTOR ELECTRICAL CABLE (No. 14 A.W.G.)
C - 2 CONDUCTOR ELECTRICAL CABLE (ALUMINUM SHIELDED No. 14 A.W.G.)
LW - LOOP WIRE (No. 14 A.W.G.)

MD 2 IS ASSUMED TO RUN
IN A NORTH SOUTH DIRECTION

EQUIPMENT LIST

A. EQUIPMENT TO BE SUPPLIED BY THE SHA.
NO ITEMS WILL BE SUPPLIED BY THE SHA

B. EQUIPMENT TO BE FURNISHED AND/OR INSTALLED BY THE CONTRACTOR.

| QUANTITY | UNIT | DESCRIPTION |
|----------|------|---|
| 2 | CY | TEST PIT EXCAVATION |
| 16 | LF | 24 INCH HEAT APPLIED WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING TAPE |
| 18 | LF | REMOVAL OF EXISTING PAVEMENT LINE MARKINGS-ANY WIDTH |
| 125 | LF | FURNISH & INSTALL 2 INCH SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED |
| 2 | EA | FURNISH & INSTALL ELECTRICAL HANDHOLE |
| 300 | LF | FURNISH & INSTALL ELECTRICAL CABLE - 2 CONDUCTOR ALUMINUM SHIELDED (NO.14 A.W.G.) |
| 425 | LF | FURNISH & INSTALL LOOP WIRE ENCASED IN FLEXIBLE TUBING (NO.14 A.W.G.) |
| 180 | LF | FURNISH & INSTALL ELECTRICAL CABLE - 5 CONDUCTOR (NO.14 A.W.G.) |
| 6 | LF | FURNISH & INSTALL 1IN. LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE |
| 4 | EA | FURNISH & INSTALL 12 INCH VEHICULAR TRAFFIC SIGNAL HEAD SECTION |
| 2 | EA | REMOVE EXISTING SIGNAL HEAD |
| 1 | EA | FURNISH & INSTALL CONDUIT BEND IN EXISTING BASE |
| 110 | LF | FURNISH & INSTALL SAWCUT FOR SIGNAL (LOOP DETECTOR) |
| 5 | SF | SHEET ALUMINUM SIGNS |
| 15 | LF | WOOD SIGN SUPPORTS 4 INCH x 4 INCH |
| 2 | EA | REMOVE EXISTING VEHICULAR TRAFFIC SIGNAL HEAD SECTION |
| 2 | EA | FURNISH & INSTALL 8 INCH VEHICULAR TRAFFIC SIGNAL HEAD SECTION |
| 1 | LS | REMOVE AND SALVAGE EXISTING EQUIPMENT |

C. EQUIPMENT TO BE REMOVED AND RETURNED TO THE SHA.
2 EA OPTICOM DETECTOR, DETECTOR EYE

PHASE CHART

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|--|---------------------------------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|
| | | | | | | | | | | | | | | | | | |
| PHASE 1 & 5 | | | | | | | | | | | | | | | | | |
| 1 & 5 CHANGE | TO PHASE 1 & 6, OR PHASE 2 & 5, | | | | | | | | | | | | | | | | |
| PHASE 1 & 6 | | | | | | | | | | | | | | | | | |
| 1 CHANGE | | | | | | | | | | | | | | | | | |
| PHASE 5 & 5 | | | | | | | | | | | | | | | | | |
| 5 CHANGE | | | | | | | | | | | | | | | | | |
| PHASE 2 & 6 | | | | | | | | | | | | | | | | | |
| PED CLEAR | | | | | | | | | | | | | | | | | |
| 2 & 6 CHANGE | | | | | | | | | | | | | | | | | |
| PHASE 4 & 8 | | | | | | | | | | | | | | | | | |
| 4 & 8 CHANGE | | | | | | | | | | | | | | | | | |
| ALT. 8 | | | | | | | | | | | | | | | | | |
| PED CLEAR | | | | | | | | | | | | | | | | | |
| 8 CHANGE | | | | | | | | | | | | | | | | | |
| FIRE HOUSE PRE-EMPTION (PHASE 3) | | | | | | | | | | | | | | | | | |
| 3 CHANGE | | | | | | | | | | | | | | | | | |
| FLASHING OPERATION | | | | | | | | | | | | | | | | | |

C-17A

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
MD 2 (RITCHIE HWY)
AND 11TH AVENUE

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T.I.M.S. NO.: F305
SHEET NO.: 2 OF 2